

TRANSPORTATION PLAN

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Regional Transportation

Firth's only transportation link with the region was the Chicago, Burlington and Quincy Railroad. At the advent of the automobile, highways gradually replaced the functions of the railroads. The railroad in Firth, however, still accounts for the movement of a considerable amount of freight and agricultural products into and out of the area.

The two most important highways that serve Firth are U.S. Highway #77 and Nebraska Highway #41. Highway #77 goes to Lincoln and Interstate 80 in the north, and connects Beatrice in the south. Nebraska Highway #41, which is only five miles south of the Village, goes to east and west directions and meets some of the larger cities in southeast Nebraska.

Firth is not served directly by air, but it is located only 20 miles from the Lincoln Municipal Airport which provides nationwide air service. People in Firth can also travel by Continental Trailway and Greyhound Bus from Lincoln to many parts of the country.

Existing Street System

In a typical community, there are four types of streets. They are:

1. Arterial Thoroughfares - These carry the major flow of through traffic, both interregional and intraregional, and should be located peripherally to residential neighborhoods.
2. Primary Streets - These serve as connection between the principal traffic generation points and the surrounding area, and should be located peripherally to residential neighborhoods.
3. Collector Streets - These serve traffic moving between community neighborhoods and traffic generators to the primary and arterial streets.
4. Local Streets - These streets provide access to the individual properties and carry interneighborhood traffic, and traffic to the other streets.

With the exception of State Spur 341 and County Road 394, which are classified as arterial thoroughfare, all streets in Firth are local streets. The streets in the Village are laid in a grid pattern with 300 feet by 300 feet blocks. A survey shows that 11.5 per cent of the streets are paved; 66.5 per cent are gravel; and 22.0 per cent are closed. Closed streets are the platted streets but do not exist. The following table shows the mileage of different conditions of streets.

Illustration 12

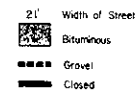


Table 17

MILEAGE OF DIFFERENT TYPES OF STREETS

Paved Streets	0.57 miles	11.5%
Gravel Streets	3.30 miles	66.5%
Closed Streets	<u>1.10 miles</u>	<u>22.0%</u>
TOTAL	4.97 miles	100.0%

Source: Survey by Nebraska Department of
Economic Development - 1968

As mentioned earlier, only 11.5 per cent of the streets in Firth are paved. The Nebraska Department of Roads recommends that a community which has a population of less than 800 should have at least 45 per cent of the streets paved. The pavement widths, as indicated in the street conditions map, range from 20 feet 6 inches to 58 feet 4 inches. Nemaha Street, the only paved street in the Village has a uniform paving width of 21 feet. The paving material is bituminous, and most of them are in good condition.

The rights-of-way width of streets in Firth are all 100 feet, and this is more than adequate for the carrying capacity of local streets. Parking is allowed on all streets, and most parking is parallel, except in the business district where diagonal parking is used. There is only one railroad grade crossing in the Village, but the traffic volume and rail traffic are so low that no serious conflicts result at this crossing.

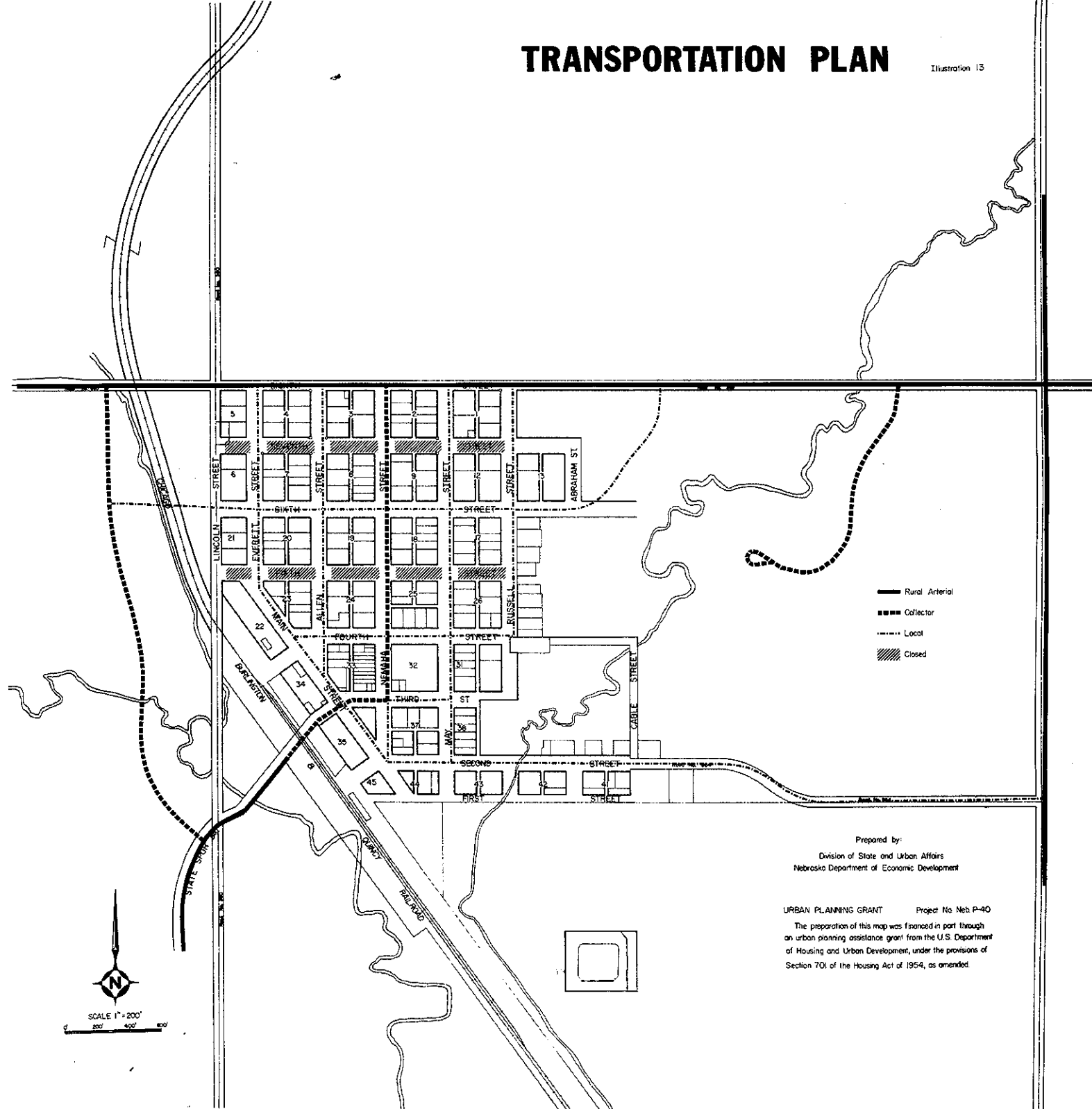
Problems of the Street System

The following is a summary of problems existing in the street system:

1. Majority of the streets are unpaved and in bad condition. These streets create such problems as dust and muddy conditions after heavy rain.
2. The lack of street continuity in some parts of the Village because of closed streets.
3. Too much land in the community is devoted to street use due to grid-iron layout and short blocks. This contributed to high maintenance cost.
4. Some sidewalks are in poor condition, and many streets do not have sidewalks.
5. Alleys in some cases are unbuilt and unsightly. Most of the alleys could be vacated to the owners of the adjoining property who should be responsible for cleaning and maintaining.
6. Many streets are hazardous in winter due to inadequate storm water drainage, and grading conditions resulting in an accumulation of ice on curbs, turn-arounds and intersections.
7. Inadequate traffice signs to effectively control the traffic.

TRANSPORTATION PLAN

Illustration 13



Transportation Plan

A plan to provide traffic service on a specified system of streets is shown on Illustration 13 entitled Transportation Plan. The objectives of the plan are to move traffic safely with a minimum delay; to provide optimum service to all areas in the Village and all major traffic generators; to eliminate street discontinuity; to reduce excess streets; and to provide a better connection with the regional highway network.

The plan proposed that county road 395 and State spur 341 be designated as rural arterials. It is recommended that these arterials be improved, if necessary, to the standards suggested in this section.

Nemaha Street, the major connection between the county road and the State spur, is designated as a collector street. A second collector street is planned in the Firth Lake recreation area. This will be the major road that serves the recreation area. An industrial collector, which will be used as a by-pass for trucks, and also as a distributor and collector of goods in the industrial and business areas, is designated in the proposed industrial area. It is also recommended that all these collector streets meet the suggested standards.

Both Fifth and Seventh Streets will be closed to the public. The purpose of this is to eliminate excess streets and yet will not cause any circulation problems and inconvenience to the people living in the area. These closed rights-of-way should be maintained by the Village as green areas and landscaped with flowers and shrubs. Driveways will be provided for the ingress and egress of the residents, and the fire trucks in case of emergency.

All designated local streets, as shown in the Illustration, should conform with the suggested standards.

Street Standards

Table 18 shows the recommended standards of right-of-way, number of lanes, surface width, speed and parking.

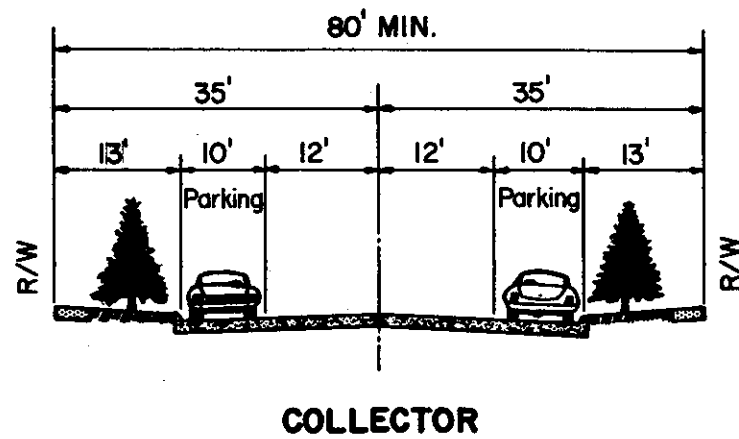
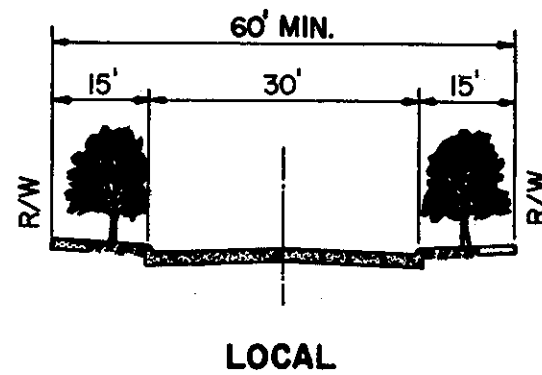
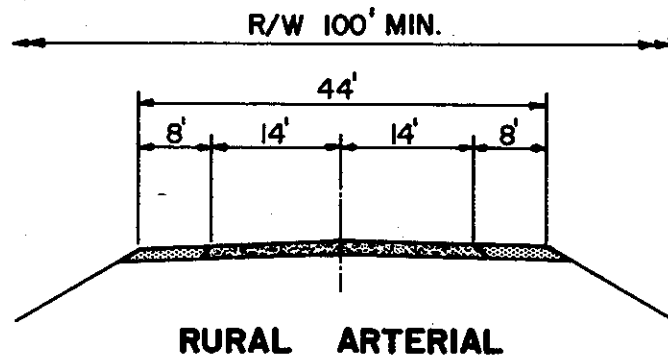
Rural Arterial - The rural arterial standard is one designed for county rural roads which can be upgraded later to urban arterial standard. This type of road should have a minimum right-of-way of 100 feet, no parking on both sides, and a maximum speed of 35 miles per hour in corporate limits.

Collector - The collector streets are designed to permit parking on both sides and to have a maximum speed of 30 miles per hour.

Table 18
STREET STANDARDS

<u>Type of Streets</u>	<u>Row Width</u>	<u>No. of Lanes</u>	<u>Pavement Width</u>	<u>Speed</u>	<u>Parking</u>
Rural Arterial	100	2	28	35 (corporate limits) 65 (outside corporate limits)	No Yes
Collector	80	2	44	30	Yes
Local	60	2	30	25	Inter-mittent

STREET STANDARDS



The parking spaces on both sides can be changed into two additional lanes when the traffic volume increases in the future.

Local - The local street standard is for a 60-foot right-of-way, 30 feet pavement width, and intermittent parking. Long term parking is discouraged.

Recommendations

A. The biggest problem of existing streets in the Village is inadequate paving. It is recommended that all streets be paved with curb and gutter according to the schedule shown on Illustration 14 entitled Street Paving Schedule.

1. Fourth and Sixth Streets and road 395 from Russell Street to the intersection of the road going into the recreation area be properly improved and paved in 1969-1971 period. A new road extending east of 6th street be constructed and paved in the same period. These improvements will give a better road service to the downtown and the planned recreation area, which will attract many tourists from the nearby areas.
2. Everett and Main Streets should be paved in the 1971-1973 period. The collector street that serves the recreation area, and the unpaved sections of road 395 between

U.S. #77 and Nebraska #43 are scheduled to be paved at the same period.

3. Allen, May, Russell and Second Streets, and sections of Third and Nemaha Streets from Nemaha to May, and Second to Third respectively be improved and paved in 1973-1975 period.
4. A new industrial collector street and a local street extending west of Sixth Street be built in 1975-1977 period, or at any time when there are industrial prospects who would be willing to locate their plants in this industrial area.

Detail financial program of these improvements will be discussed in the Capital Improvement Program. Although Federal and State funds will be available for some of the improvements, majority of the street improvement will have to be financed locally by special assessment.

B. Stop signs should be installed on all cross streets on road 395, and yield signs on local streets crossing the collector streets.

C. In areas that will be developed and become part of the Village, dedication of rights-of-way for streets, and street paving with curb and gutter will be required before the approval of subdivision.

STREET PAVING SCHEDULE

Illustration 14

